

are that it will be reduced to two. The force consists of about 1,000 personnel, and the main equipment holding is 48 *CF-18* interceptors. One large, composite squadron was deployed in the Persian Gulf during the recent crisis, and performed very effectively in air defence and then ground attack missions against the Iraqi force in Kuwait.

The question of 1 CAD's future in Europe is a key defence issue. One option is to leave two squadrons in Baden-Soellingen. A second option is to reduce the force to one large squadron with about twenty-four *CF-18s*, and to integrate it into a multinational NATO air wing operating out of a joint NATO base either in Germany or possibly in the Benelux countries. A third possibility would be to withdraw 1 CAD to Canada by the mid-1990s and reassign it mainly to continental air defence duties. The advantage of keeping some or all of the present force in Europe is that it would demonstrate very clearly Canada's continuing interest in European affairs, by maintaining there the most modern and effective weapons in the national arsenal. Additionally, as a secondary role, some of the *CF-18s* in Canada and Europe should have the task of supporting any United Nations or similar "world order" missions that Canada accepts in the future.

Maritime Defence

During the Second World War, over 100,000 men and women served with the Royal Canadian Navy, and 471 ships were commissioned. At the end of the conflict Canada's Navy was the third largest in the world.

Since 1945, however, the fleet has been a relatively modest one and numbers of personnel and ships have fluctuated significantly:

- By 1948, the Regular naval force had only 6,860 personnel and ten commissioned warships.